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PRIVATE MEMBERS AT THE
COURTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1907.
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to the Local Booksellers

No. 15,442. 號四十四百四千五萬一第 日九月初月九年三月廿九光

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Hongkong, 15th October, 1907.

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THE HONGKONG DISPENSARY

Hongkong, 1st October, 1907.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses—communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 104, DES VŒUX ROAD. LONDON OFFICE: 181, FLINT STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 15TH, 1907.

STUDENTS of history must often be tempted to scout as fallacious those two hoary adages, "other times, other manners," and the "tempora mutantur" one. Consider only the Hongkong Daily Press of fifty years ago. To-day we print an extract showing that then as now, the question of Asiatic immigration was very much on the carpet. There has been practically no change in the situation as it existed half a century ago, except that we are less inclined to the cocksureness with which our earliest issues treated and dismissed the subject. To-day we dare not wholly condone the agitation as due to "purity of political sagacity" in all concerned, though at the same time we cannot venture the claim that such sagacity is more generally diffused than it was fifty years ago. Manners have certainly not changed with the times; the partisans on each side betray the old-time acrimony. The disinterested observer today is bewildered by the plausibility of the opposing arguments, and is fain to light on some compromise. A London contemporary says there is a point beyond which the precaution of the exclusive Whites becomes prejudice and the adequate passes into the unreasonable. It does not venture even a hint of where that point is to be picked up and ascertained, and that is precisely the most important point of all. If we could only hit upon it! But what publicist dare attempt the defi-

nition? Squaring the circle were childishly simple exercise compared with that problem. To-day the arguments of the Daily Press of 1857 preserve their pristine freshness. We are told that British Columbia comprises a vast territory, possessing considerable variations of climate and diversity of soil and country, and endowed with rich resources and possibilities, even as Australia. Its fruit-farming, agriculture, lumber, mining, and fish-canning industries await development, just as Australia did. Such development, we are assured, is hampered, "if not starved," by the lack of labour. Japanese and Chinese are really of the greatest service in both British Columbia and California, as they were in Australia. Yet while these statements may be admitted, all the story is not told. The employers and enterprisers are anxious to obtain labour in large quantities at a cheap rate, and they allege that without Asiatic workers the country cannot be properly developed. They allege further that the agitation against Asiatic immigrants is a "purely selfish" one by the Labour Unions, fostered by racial antipathy. On the other hand, the agitators and spokesmen for white labour yearn at this virtuous depreciation of selfishness, and quite properly. The men who want to keep up wages are no more selfish than the men who want to lower them; and even an honest and sturdy race prejudice is less reprehensible than the hypocritical recital of the theory that "of one blood created He all nations." Civilization has so far failed to admit in practice that all men of even one nation are of one blood. They hang the picture up as academically pretty, but turn it to the wall, as socially inexpedient. They treat the ideal, in fact, as prudes treat the nude, good for the connoisseur, but bad for the public. Faced with the opposing views of Capital and Labour on the subject of Asiatic immigration, even the best qualified critics despairingly plead that "it is not at present obvious how a permanent amelioration of the situation is to be effected." If such pessimism is possible vis-à-vis only two sides of the question, how can we be expected to approach a solution while conscious of so many more factors and aspects? The whole subject bristles with difficulties, and "not even the youngest of us" can afford to air assured opinions. Even among the employers, it appears, there are some who wish to see man's land." It is a laudable wish, of which no European should disapprove, yet how glibly, how strenuously even, many of us resent the corollary of "Japan for the Japanese," and "China for the Chinese." How simple, how far less complex, must have been such problems in the good old days when might was right. Really, might is still right. Popular prejudices make majority, votes, and might establish its rights at the polling-booths instead of on the battlefields. That brings up another aspect, the Imperial Government's treaty and diplomatic obligations. Evidently race prejudice, like superstition, is a natural social force that has to be reckoned with, however it may be represented by the intellectually emancipated person. The British Government had to give its assent to legislation in South Africa which imposes upon British Indians disabilities and restrictions against which the intellectual emancipated have frequently protested and of which they cannot pretend to approve. It may reluctantly have to do the same for British Columbia. Ethically, ours is a shameful predicament, and it is to be hoped that our nationals will avoid the mealy-mouthed protestations that have tainted American politics with hypocrisy. If we have to be illogical and unjust through political exigencies, let us be at least honest about it. If political necessity knows no moral law, we can preserve a little self-respect by not trying to ride the two horses at once. Meanwhile according to Tokyo, the position is this, that the Japanese Government will not give its consent to any restriction, inasmuch as the immigration may be restricted when the Canadian Government considers it necessary, without any formal agreement. Such restriction, however, would be regarded in Japan as a contravention of the Anglo-Japanese Commercial Treaty. Fortunately, most of the Japanese immigrants desirous of migrating to Canada have already left Hawaii, and it is not anticipated that such large numbers will invade Canada in the future.

The plague totals at date are 231 cases, 223 deaths. Last week there was one case.

Yesterday's mail brought the news that on the 7th ult. Mrs. Lander wife of the Bishop designate of Hongkong, gave birth to a son.

One hundred Boxers have been killed at Nanfanfu. Twenty rioters have been caught and punished in Kanchoufu.

At the Police Court yesterday before Mr. F. A. Hazland, Leung Fat, rowing boat master, was fined \$50 for making fast to the a.e. Taw Sang while under way.

The American Consulate General received the following telegram from the Manila Observatory at 3 p.m. yesterday—October 14, 1907, 11.30 a.m., typhoon South Giam.

Lieut.-Colonel Saito has completed the survey of Chientan, the disputed district on the Korean-Chinese frontier. The Japanese, wishing to avoid a collision, have suggested to China that she should not send any troops to the district. Thereupon China has reduced the number of her proposed reinforcements to 500.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospital acknowledges with thanks the following donations to the funds of the Hospitals:

Tes Shoo Guild	\$23.50
Gapp & Co.	20
Pharmacy	10
Hon. Wei Yuh	5

The return of visitors to the City Hall Library and Museum for the week ending the 28th October, 1907, shows that of non-Chinese there were 336 to the Library and 150 to the Museum; and of Chinese 157 to the former and 192 to the latter. The Library was, therefore, used by 543 persons and the Museum by 2,105.

Before Mr. C. D. Melbourne at the Police Court yesterday R. Reutter, a German sailor from the sailing vessel *Lochiel*, was fined \$7 for being drunk, disorderly and assaulting the police. The cook of the same vessel was sentenced to six weeks' imprisonment by Mr. Hasland for stealing a purse containing £5 from an apprentice.

A syrup mixer employed in Massa. A. S. Watson and Co.'s acids water factory appeared before Mr. F. A. Hazland at the Police Court yesterday charged with stealing four bottles of syrup and three boxes of acid. His Worship held the charge proved and sentenced the defendant to six weeks' imprisonment and six hours' stocks.

Introducing one of the speakers at the Shanghai banquet to Mr. Taft, Mr. H. B. Morse warned his hearers against falling into the error of implicitly trusting that in Oriental affairs "two and two" always "make four." "When you have an occidental two and an oriental two to make an utopian four," he said, "I am reminded of the old problem, 'If you have two apples and three pears, how many oranges do you think you could eat?'"

AT HOME AT GOVERNMENT HOUSE.

at "Government House" yesterday when Lady Lugard was "At Home", from 4 to 6 p.m. to the leading Chinese residents of the Colony. About an equal number of European ladies and gentlemen were invited to meet them. It is scarcely necessary to interpose the remark that the Chinese was an entirely masculine assembly. His Excellency and Lady Lugard were met and the guests on the lawn which was dotted with refreshment tables around which mixed groups were soon formed, and His Excellency and Lady Lugard assistance sought to promote the friendly baritones. "Out on the deep," He has a capital voice, well in control, and sang well, Mr. S. Moore gave equal pleasure with his tenor solo, a tender appeal to the lady, absurdly entitled "Nirvana." Such an expressive woor would not want Nirvana, and Nirvana in a lady's arms is something new to Badshah. Mr. Moore acknowledged a well deserved encore with another sentimental that would melt the coldest of dames. After this and the usual tedious "stage wait," Messrs. Jokl, Koenig, and G. Grimble played their trio, violin, 'cello, and piano. It was one of those throbbing foreign pieces, suggestive of the sorrows of childhood, with pizzicato spasms of cheerfulness intervening. The audience was much impressed, and demanded more. The trio repeated the pizzicato bits. Mrs. A. G. Gordon, a contralto whose contributions we never fail to enjoy, gave us "Kathleen Mavourneen." She wore a handsome frock of crimson velvet, that suited her charmingly. A lady on our reporter's left said it was "lovely," and a gentleman on the right (who turned out to be a professional opera singer) used exactly the same adjective in speaking of her voice. The audience requested an encore, but Mrs. Gordon merely bowed her acknowledgement. Mrs. Walter Beneke, in a scratch wig and eccentric coat, now offered something more amusing than musical, a sort of recitative about "spooning." However, the people seemed to relish it, and brought him back. His next was better, a bigger-minstrelly ditty into which he put more life. Mr. W. A. Hannibal opened the second half with a funny song about a married man, at which the people laughed almost continuously. The moral of it was that marriage makes men wish to die. Mr. Percy Browne was his accompanist. It was encored, and Mr. Hannibal illustrated various ways of reciting Kipling's indiscretion, the Absent-minded Beggar. He is certainly a humorous young man. Mr. Jokl was then encored for his violin-playing, interpreting the plaintive compositions of one of his nationals. Mr. Frederick Carr sang, in character, "The Burglar's Serenade," and then Mrs. Gordon favoured us with Blumenthal's "Sunshine and Rain," and for encore, sang "Because?" Mr. Grimble's able accompaniments were helpful and much appreciated by all the vocalists. Mr. Laty sang a comic song, Mr. Lammett not attending.

THE INTERPORT SHOOTING.

An error has been pointed out in our report of the Hongkong shoot in the Interport match. At the 200 yds range we credited Mr. Pidgeon with Mr. Gow's score, and vice versa. Mr. Pidgeon's score at that range was 31, and Mr. Gow's 32. This transposition created a further error in their aggregate scores, which should read:

Pidgeon	31	32	34	(97)
Gow	32	31	27	(90)

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SOCIALISM IN BRITAIN.

LONDON, October 14th.

An energetic Socialist campaign has been commenced.

PRICE OF WHEAT.

LONDON, October 14th.

Wheat has risen to 40s. and is expected to rise to 50s.

THE U.S. FLEET.

LONDON, October 14th.

Two United States armoured cruisers have sailed for the Pacific Ocean.

REPRESSING SOCIALISTS.

LONDON, October 14th.

Liebknecht, the German Socialist leader, has been sentenced to eighteen months' imprisonment in a fortress for publishing an anti-military book.

INTERPORT SHOOTING.

VICTORY FOR SHANGHAI.

SHANGHAI, October 14th.

The Shanghai team shot off to-day and scored 943.

(This is a victory for Shanghai by five points over Hongkong. Last year the men of the Northern port scored 936.)

[REUTER'S SERVICE.]

THE VANCOUVER RIOTS.

LONDON, October 12th.

It is announced in Ottawa that Mr. King, Deputy Minister for Labour proceeds immediately to Vancouver to settle the riot claims; all of which will be dealt with generously. Mr. Pope, the undersecretary of State, will accompany Mr. Lemieux to Japan.

THE HEALTH OF THE EMPEROR OF AUSTRIA.

LONDON, October 12th.

The King and Queen of Spain have postponed their intended visit to the Emperor of Austria indefinitely. This is regarded as an indication that the Emperor Francis Joseph's condition is more serious than is admitted.

LAST NIGHT'S MUSIC.

The H.K.C. can claim another success. Last night's concert on the Parade Ground was most enjoyable. The band of the 1st Middlesex Regt. play'd several attractive pieces very well, and earned, and got much applause. Bandmaster Calthorpe was complimented. Mr. W. H. Claxton opened the vocal programme with a fruity baritone. "Out on the deep," He has a capital voice, well in control, and sang well, Mr. S. Moore gave equal pleasure with his tenor solo, a tender appeal to the lady, absurdly entitled "Nirvana." Such an expressive woor would not want Nirvana, and Nirvana in a lady's arms is something new to Badshah. Mr. Moore acknowledged a well deserved encore with another sentimental that would melt the coldest of dames. After this and the usual tedious "stage wait," Messrs. Jokl, Koenig, and G. Grimble played their trio, violin, 'cello, and piano. It was one of those throbbing foreign pieces, suggestive of the sorrows of childhood, with pizzicato spasms of cheerfulness intervening. The audience was much impressed, and demanded more. The trio repeated the pizzicato bits. Mrs. A. G. Gordon, a contralto whose contributions we never fail to enjoy, gave us "Kathleen Mavourneen." She wore a handsome frock of crimson velvet, that suited her charmingly. A lady on our reporter's left said it was "lovely," and a gentleman on the right (who turned out to be a professional opera singer) used exactly the same adjective in speaking of her voice. The audience requested an encore, but Mrs. Gordon merely bowed her acknowledgement. Mrs. Walter Beneke, in a scratch wig and eccentric coat, now offered something more amusing than musical, a sort of recitative about "spooning." However, the people seemed to relish it, and brought him back. His next was better, a bigger-minstrelly ditty into which he put more life. Mr. W. A. Hannibal opened the second half with a funny song about a married man, at which the people laughed almost continuously. The moral of it was that marriage makes men wish to die. Mr. Percy Browne was his accompanist. It was encored, and Mr. Hannibal illustrated various ways of reciting Kipling's indiscretion, the Absent-minded Beggar. He is certainly a humorous young man. Mr. Jokl was then encored for his violin-playing, interpreting the plaintive compositions of one of his nationals. Mr. Frederick Carr sang, in character, "The Burglar's Serenade," and then Mrs. Gordon favoured us with Blumenthal's "Sunshine and Rain," and for encore, sang "Because?" Mr. Grimble's able accompaniments were helpful and much appreciated by all the vocalists. Mr. Laty sang a comic song, Mr. Lammett not attending.

FIFTY YEARS AGO.

Extracts from the Hongkong Daily Press of Oct. 10th, 1857.

We are sorry to learn that some of the Artillerymen, one of them wearing a Crimean medal, have been committing some very obnoxious and unmanly acts, and that too whilst on duty. A corporal with three of his men went into a house in Queen's Road West, and clamorously demanded for females to be brought to them. The request not being complied with, they drew their swords, and threatened all sorts of destruction. Luckily, or rather miraculously, a Police constable was on the spot, who at once laid information against them. They appeared before the sitting Magistrate this morning who imposed upon them the very lenient fine of Ten Shillings each. It is to be hoped, however, that the Military Authorities will also administer another reprimand to them.

Fuming, fretting, agitating, with never a solid or healthy measure introduced, the Melbourne Legislature, backed by the Melbourne Press and Melbourne public are teeming, bristling, and truculent on the immensity of that molehill, the Chinese immigration. To develop the resources of a country, whether in its mineral or agricultural wealth, a certain amount of population is an absolute necessity. Whether this population be made up of occidental or oriental races is but a matter of small consideration.

Production and consumption are the foundation of all commerce, and in the systematic adaptation of these, lies the whole secret of trade, civilization, and all the elements of national wealth. But poor John Chinaman, plodding, industrious, designing—a voluntary selfseeker from his own land for the riches which a golden shore has opened to his view, he now, has become the bugbear, the bar, and the mystery which Victorian Colonists are unable to combat and solve.

A meeting has been lately held in Melbourne, presided over by the Governor, Sir Henry Barkly, for the evangelisation of the Chinese, in which the principal arguments adduced both by His Excellency and the clerical gentlemen present, were that never yet had so noble a field been offered for the conversion of the Heathen colestials, if we may use a paradoxical a term, while at the same time—beautiful, magnanimous contrariety! they are arming themselves with pen, and plume, and legislative enactments, to prevent any further influx into the colony of that very race whom they so religiously wish to evangelise.

Why they should wish to deter a peaceable and industrious people from migrating to their shores is a mystery that can only find its solution in the paucity of political sagacity which pervades, not only the majority of the community, but the members of both legislative assemblies.

THE DAIRY FARM Co. LTD.

The eleventh ordinary yearly meeting of shareholders in the Dairy Farm Co. Ltd. was held at the Company's Depot, No. 2, Lower Albert Road, yesterday afternoon. Mr. Mailand presided, and there were also present Hon. Mr. E. Osborne, Dr. G. W. Noble, Meers, E. H. Hind, J. Walker (directors), Mr. Mandie (acting secretary), A. Stevenson and Chan Tong.

NAVAL COURT MARTIAL.

RE STRANDING OF H.M.S. "FLORA."

A Court Martial was opened yesterday morning on board H.M.S. "Tamar" concerning the stranding of H.M.S. "Flora" in Hongkong Harbour on August 28th. The Court was composed of Commodore R. H. F. Stokes, of the "Tamar" (president), Captain S. V. Yorke de Horsey, of the "Kent"; Captain Seymour Elphinstone Erskine of the "Bedford"; Captain C. L. Vaughan-Lee of the "Astraea"; and Commander H. L. Mawbey of the "Monmouth." The officers placed on trial were Captain Rowland Nugent and Lieutenant Kenneth Mackenzie Grieve, and the charge against them was that by neglect they did hazard the "Flora" on the night of 28th August. Captain Spike of the "Monmouth" prosecuted, while prisoners' "friends" were Pymester A. Gyles for Captain Nugent and Lieut. Anderson for Lieutenant Mackenzie Grieve. The proceedings opened with the reading of the report of the stranding of the "Flora" and the statements by the officers concerned. Captain Nugent, in his statement, said he took full responsibility for the accident, which he ascribed to among other causes the strong flood tide and the deceptive light.

Lieutenant Armistead said he was stationed on the upper deck when the "Flora" was passing through Lysemon Pass. The only alteration of course he remembered was to starboard, this being made to clear a junk.

What sort of a night was it for seeing?—It was bright moonlight, sometimes clouded over a little. There was a mist on the peak and I found the light rather deceptive, as regards distances and places.

Just before the ship struck how far could you see to starboard? Five minutes before?

We could see both sides.

How far could you see?—I could see land distinctly on both sides.

Could you make out the chimneys or shears of Kowloon Dock in passing?—I did not see them.

When the ship struck where were you at the time?—I was at the foot of the ladder leading to the fore bridge.

Did you see anything ahead at all, any land or anything prominent?—No, Sir, I was not looking for it.

Cross-examined by Captain Nugent.

You say the light as regards distances was rather deceptive. When coming up the harbour did you notice the buildings on Kowloon peninsula as if they were on the island of Hongkong?—Yes Sir, I did.

Before coming into the harbour did I consult with you as to the amount of work we had to get through before leaving?—Yes Sir.

Witness then stated the amount of work to be done. Of stores to get out there were 1 tons of ammunition, 12½ miles of electric cable, 38 one hundred pound mines, some empties, and small stores belonging to warrant officers to return also mails and parcels for Hongkong. To get in there were 45 tons of ammunition 350 tons of coal, about five tons of paymaster's stores, small stores for warrant officers, also mails and parcels for the Peak and probably supernumeraries for the Fleet. He did not think this work could have been finished before Sunday. That was Wednesday.

At this stage the court was cleared.

Witness added that the captain told him he considered it necessary to leave on Saturday afternoon for Nagasaki to get there by the fifth as it was typhoon season.

By the Court.—He did not see the captain's orders to be at Nagasaki on the 5th.

Sub-Lieutenant Tait said he was keeping watch on the "Flora" on the night of the 28th when the ship was entering the harbour. After clearing Lysemon Pass they had to alter their course twice to clear junks and had to reduce speed for about two minutes. The ship was brought back to her original course. There was very little time between the first and second alterations. He could see land indistinctly on the starboard bow before the ship struck. The harbour seemed full of shipping. Both leadmen kept the leads going all the time but there were no soundings.

The speed was reduced about four minutes before the ship struck. When the "Flora" struck she keeled to starboard and struck three times. He immediately called to the boatswain to clear the decks and fall in, and he closed all the watertight compartments. When

he went to the upper bridge he heard the captain say "No, that's not ground we have struck; it is only a buoy." The engines were immediately put astern. Before the ship struck he could not distinctly see any land on the starboard bow.

Cross-examined by Captain Nugent.—He had never been to Hongkong before. It was on account of the numerous lights on land and shore that made it impossible to pick out the "Tamar."

Cross-examined by Lieut. Mackenzie Grieve.—He noticed a big building ahead on the port bow, which he made out to be on the Hongkong side. At the time of striking the light was not sufficient to see distinctly. He found difficulty on account of the halo cast by the steaming light and frequently they were almost upon junks before they saw them.

By Captain de Horsey.—He was certain she hoisted to starboard.

By Captain Erskine.—She was on a steady course when she struck.

Lieutenant Stanley, who was stationed on the forecastle when the "Flora" was entering the harbour, spoke to her course being altered after clearing Lysemon Pass to clear several junks. The night was smooth, calm, and dark. He thought there was moonlight but it was not very clear. When the vessel struck he thought they were further up the harbour on the island side. He did not know whether the searchlight was ready at the time or not.

Petty Officer Henry Adams, quartermaster of the watch when the ship was entering the harbour on the 28th August, said he could see a lot of lights but could not say whether they were on shore or on junks. After the alteration of course he was told to steer by the compass. She was on a steady course for six or seven minutes before she struck.

Cross-examined by Captain Nugent.—He could see the top of the land but could not see the water line.

Leading Seaman Gillett said he was doing duty as boatswain's mate on the night in question. He declared that neither officer nor anything else could be made out. Having described the striking of the "Flora," he said came off as soon as the engines went astern.

Chief Yeoman of Signals Bell said that on the night in question the outline of boat could not be seen, nor could he see the lights of the "Tamar" flashing. Coming up the harbour, he could see large buildings ahead.

Cross-examined by Captain Nugent.—He considered it hard to judge distances that night.

Cross-examined by Lieut. Mackenzie Grieve.—Witness had been asked by that officer to point out the "Tamar's" lights. They could be seen when they flashed.

By the Court.—He could not see the land line after passing Lysemon.

Sigman Seafright said he was on duty on deck on the night in question when the "Flora" was entering the harbour. The moon was frequently obscured and the objects could not be made out distinctly more than 100 yards distant. After passing Lysemon he could only see the "Tamar" when she flashed her lights. They passed through a lot of junks. He could not make out any objects on the starboard side, but could see lights which seemed like window lights. He could not see the outline of any houses or chimneys. He was looking out for signals when they passed the "Tamar."

Lieutenant Richards, navigating lieutenant on board H.M.S. "Monmouth," pointed out on the chart the bearings shown on the books of the Navigating Officer of the "Flora." The tide up till 11 o'clock on the night in question was practically nil. From 11 o'clock when the course was altered through the Lysemon Pass there were no fixes on the cross bearing. He estimated the position at 11.20 when the ship's course was altered south 80 degrees east to be eight cables from the red light on Quarry Point. He assumed tide was running about one knot or less, setting towards Quarry Point. After the turn was made the tide would probably set the ship 100 yards towards Hunghom Point thus placing the ship 100 yards south of No. 2 docking buoy.

Lieutenant Cameron said he was on duty on the night in question. He was stationed on the fore upper bridge. At times he could see some distance. When the "Tamar" answered the "Flora's" signal he could not make her out. That part of the harbour was a confused mass of lights. He could not see any houses or chimneys and he could not distinguish whether the lights visible shortly before the "Flora" struck were electric or not.

Seaman Godself, stationed on the fore bridge of the "Flora," said he was starboard lookout on the night in question. Before the ship struck he did not report anything. He did not see any lights or anything on the starboard.

Seaman McWhale on duty on port lookout, said he made no reports on the way into the harbour. He saw some junks but did not report them. Before the ship struck he did not see anything. There was land on either side.

Seaman Burnett Warne, port leadman, said he got no soundings until the ship struck.

Seaman Whible, starboard leadman, said he was in the chains from 11 o'clock but picked up no soundings. On the way he noticed white lights on shore. He could see the land. The lights were a bout 200 or 300 yards. When the ship struck the sounding he got was mark 5 and on her coming off he got mark 8.

Artificer Jackel said the engines were reduced for about four or five minutes after eleven o'clock. They were reduced from 72 to slow.

When the ship struck it was about a minute before the engines went astern. They were stopped immediately on striking. Striking did not make any difference in the engines.

Lieut. Richards was recalled.

Cross-examined by Captain Nugent.—In the position he had marked on the chart he had allowed less than one knot for the tide. He allowed no deviation. According to the latest deviation tables there was a deviation of one degree in two minutes. That would tend to put the ship more easterly, and in the position in which she found herself.

The Court was then cleared.

On re-opening, all the witnesses being present, the Judge Advocate read an extract of the finding of the court martial which tried the officers of H.M.S. "Flora" after she was stranded.

The finding of the Court was that the charges were proved except that relating to negligence. The court was of opinion that Captain Nugent should be severely reprimanded and cautioned to be more careful in future and that Lieut. Mackenzie Grieve be reprimanded.

The "Kai-sa-i-Hind" of Bombay, says that it learns from a reliable source that the well-known Jewish merchant of that city, Mr. Jacob Sasoon, has resolved to make a gift of twenty-five lakhs of rupees for some work of public utility, particulars of which are now being arranged. It is believed that the gift will be used to establish an Industrial as well as Scientific and Technical Institute. The proposal to establish a well-equipped laboratory in the new premises of the Elphinstone College is also being considered. Last year Mr. Jacob Sasoon contributed a lakh and three-quarters for the building of a new hospital in Poona.

Witness then stated the position of the ship from the Admiralty dock gate at Kowloon and indicated that the position marked on the chart was where with the data in his possession he had calculated the ship would have been at 11.25.

By Captain Nugent.—The ship would have gone clear of Cast Rocks if she had continued south 63 west and not altered her course when the buoy was sighted.

Certain other questions were asked but were disallowed by the Court.

Lieutenant Stanley, who was stationed on the forecastle when the "Flora" was entering the harbour, spoke to her course being altered after clearing Lysemon Pass to clear several junks. The night was smooth, calm, and dark. He thought there was moonlight but it was not very clear. When the vessel struck he thought they were further up the harbour on the island side. He did not know whether the searchlight was ready at the time or not.

This concluded the case for the prosecution and the Court was adjourned for an hour and a half at the request of Captain Nugent.

Captain Nugent read his statement of defense. At the outset he gave his reasons for entering the harbour at the time he did. There was a lot of work to be done before he set out for Nagasaki, and in order to save time he decided to enter Hongkong at night. He had entered Hongkong three years ago both by day and by night and he anticipated no difficulty in entering. Outside Lysemon Pass there was a fairly good moon, and the points of the land could be seen distinctly. Inside Hongkong Harbour the moon was obscured by clouds and owing to the innumerable lights it was found difficult to make out anything. The searchlights were ready but he did not consider it advisable to employ them as steamers might have been coming out of the harbour. Before coming into the harbour he told Lieut. Mackenzie Grieve that as he had only been once in Hongkong before he (Captain Nugent) was prepared to take all responsibility in the event of anything happening. As to the charge of neglect he submitted that no evidence had been produced to substantiate that. He explained that when he found the buoy on the port buoy he was puzzled and after a minute's consideration he came to the conclusion that it must be either No. 1 Admiralty buoy or else a large mooring laid down in mid channel for merchant ship. It was further milled by the new buildings on Blackhead's Point which completely altered the appearance of that point. He had ascertained since the accident that the buoy was 450 yards south quarter east of its proper position. Had it been in its proper place he would not have seen it and the course he was steering would have taken him clear of the Cast Rocks. He attributed the grounding of the ship to the erroneous position of this buoy. He considered Lieut. Mackenzie Grieve an able officer and he was in no way to blame for what occurred. He thought that the richest port in the world should be accessible at all times and if the accident leads to some improvement in the lighting of the bay some good may have resulted therefrom. In conclusion he added that he had been in the service nearly 33 years and that was the first occasion on which his conduct had been called in question. For 20 years he had been navigating officer on all classes of ships without accident and had during five years been in command of four of His Majesty's ships.

Lieutenant Mackenzie Grieve's statement, read by his friend, said that the new godowns on Blackhead's Point had caused him to think it was part of Hongkong Island. There were no prominent points by which he could fix the position of the ship and when the captain altered the course he (Lieut. Mackenzie Grieve) saw no reason to differ from his position. His belief at the time was that the buoy they had seen was No. 1 Admiralty buoy. He had only once before piloted a ship, a small sloop into Hongkong harbour. Since many alterations had been made in the way of reclamation and other works of which he had no intimation on the charts. Under the circumstances he submitted that the charge of neglect had failed and the witness he could be blamed for was an error of judgment.

Lieut. Butterworth said he received the Commodore's order to verify the position of No. 2 docking buoy and the result showed that it was roughly 450 feet south quarter east of the position marked on the chart. It was not an authorised position. His position was correct within 10 or 15 feet. He had no idea how long the buoy was in its present position. He saw no reason why the buoy should have shifted its position between the 28th August and the 1st September. As the King's Harbour Master it was his duty to have a general knowledge of the buoys and moorings in the man of war anchor age. He did not consider the telegraph light on Hunghom Point a navigational light. He did not think it was shown on the chart. Witness believed the light had been moved.

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Do you think the Admiralty chart and sailing directions give any idea as to the direction and strength of the tides in Hongkong Harbour?—No. It would be impossible to do so.

Lieut. Richards was recalled.

Cross-examined by Captain Nugent.—In the position he had marked on the chart he had allowed less than one knot for the tide. He allowed no deviation. According to the latest deviation tables there was a deviation of one degree in two minutes. That would tend to put the ship more easterly, and in the position in which she found herself.

The Court was then cleared.

On re-opening, all the witnesses being present, the Judge Advocate read an extract of the finding of the court martial which tried the officers of H.M.S. "Flora" after she was stranded.

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Captain Nugent said the Court was not aware of the erroneous position of the buoy and he suggested that the position be taken from some well defined point such as the docks.

Witness then stated the position of the ship from the Admiralty dock gate at Kowloon and indicated that the position marked on the chart was where with the data in his possession he had calculated the ship would have been at 11.25.

By Captain Nugent.—The ship would have gone clear of Cast Rocks if she had continued south 63 west and not altered her course when the buoy was sighted.

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EVOLUTION OF HONGKONG.

Written for the *Hongkong Daily Press*.

(Continued from last Monday.)

III.

In due course Lord Macartney arrived off Taku, where in accordance with the conveyance of the Emperor he was received with every mark of respect, only one slip having been made—the chief of the reception party, a Mandarin of high rank, having failed to board Lord Macartney's ship on its first arrival—an act of disrespect for which he afterwards incurred constant and degradation at the hands of the Emperor. So far, everything had to all appearance gone off successfully, and Lord Macartney in view of the exposed nature of the anchorage off the bar, decided to send away his fleet. This Manchu, who to all appearance had received heavy bribes from the Canton officials, from the beginning showed his hostility, and Lord Macartney, having sent away his ships, and being now the guest of the Emperor, had no means of openly resenting his insults, and owing to the want of an efficient interpreter was unable to reply. The first of these insults was the hoisting of a flag over the vessels attending the Ambassador pro claiming that the mission was bearing tribute from a subject state; and finding, probably through the connivance of his interpreter, that the minister made no protest, at Tientsin he was made to perform a mock homage to the supposed presence of the Emperor in a temporary shrine. The ingenuity of the Manchu was not yet exhausted, some report having come that the Napanes, with whom the Emperor was at the time at war, had been assisted by foreigners who wore caps, his Canton friends most probably concocted a story of their being Indian troops, and this tale was assid

NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER, THE DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

WASSIAMULL ASSOMULL,
SAI HING STREET, CANTON BRANCH

CLEARANCE SALE,

Commencing from October 15th, positively for one month only.

A large and varied collection of Gold, Silver, Ivory, and Sandalwood Works, Pomegranates and Canton Silks, Crepe and Crepe Shawls, Grass Cloth, Grass Cloth Embroideries, Silk Embroideries &c.

Canton, 14th October, 1907. 1637

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, for account of the CONCERNED, ON TUESDAY,

the 22nd October, 1907, at 11 a.m., at their SALES ROOMS, No. 8 Des Voeux Road, Corner of Le Hoan Street,

100 Dozens SLAZENGER 1907 CHAMPSHIP TENNIS BALLS,

44 DOHERTY and 15 RAMSAY RACQUETS.

TERMS.—As Usual.

HUGHES & HOUGH,
Auctioneers
Hongkong, 15th October, 1907. 1630

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 18th inst., at 9 a.m.

For Freight or Passage, apply to

DOUGLAS, LAFLAIA & CO.,
General Managers

Hongkong, 15th October, 1907. 1631

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles.

Proposed Chinese Popo.

International Law of Immigration.

Korea.

Typhoon Shelters.

Our Legislative Debating Class.

Hague's Small Value.

Hongkong Yachting.

Mastery of the Pacific.

Hongkong Legislative Council.

Hongkong Gymkhana Club.

Is Hongkong Lightly Taxed?

The Trial of Adelita.

Supreme Court.

Secretary Taft in Hongkong.

Improved Ricas for Hongkong.

"Rob Roy."

Arrival of Lord Li.

Interport Rifle Shooting.

Companies.

Hongkong and Kowloon Wharf and Godewa Co., Ltd.

William Powell, Ltd.

Canton Insurance Office, Ltd.

A Hongkong L vs Story.

International Reply Coupons.

The Evolution of Hongkong.

Parcels Post between Japan and Hongkong.

Early History of Trade and Customs at Amoy.

Macao.

Two More Deceases.

Manchu and Chinese.

Japan.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription \$12 per Annum, payable in advance; postage \$2.

HONGKONG JOCKEY CLUB.

THE ORDINARY HALY-YEARLY MEETING will be held at the JOCKEY CLUB OFFICE (Hongkong Club Annex) on SATURDAY, 19th October, at 12.30 p.m.

Hongkong, 8th October, 1907. 1635

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12.30 p.m. on FRIDAY, the 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents,

Canton Insurance Office, Limited.

Hongkong, 5th October, 1907. 1623

THE SHANGHAI CLUB.

Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Taels 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three more Five acre and the Club buildings and it is intended the DEBENTURE shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100, to suit convenience of applicants.

By Order of the Committee,

C. G. CLOSE, Secretary,

Shanghai Club.

Hongkong, 6th August, 1907. 1305

INTIMATIONS

C. M. BAXTER MISSION.

THE ANNUAL SALE OF WORKS in aid of the above, will be held in the CITY HALL TO-DAY (TUESDAY), the 15th October, from 8.30 to 6.30 p.m.

Hongkong, 9th October, 1907. 1637

C. H. E. U. N. W. O. O.,
(Established 1845.)

SHIPCHANDLER, STEVEDORE, SHIP'S PROVISION AND NAVY CONTRACTOR, COAL MERCHANT, &c.
No. 43, CONNAUGHT ROAD CENTRAL, Hongkong, 10th October, 1907. 1641

WANTED.

BY A WINE AND SPIRIT FIRM A EUROPEAN SALES MAN. Must be sober, energetic and persevering.
Apply by letter to "WINE"
Care of "Daily Press" Office, Hongkong, 12th October, 1907. 1655

MAGISTRACY.

IT IS HEREBY NOTIFIED that the ANNUAL SESSION of HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the JUSTICES' Room, at the MAGISTRACY, on TUESDAY, the 5th day of November, 1907, at 2.15 p.m., for the purpose of considering applications for publicans' and adjacent licences for the year 1907-18 under Ordinance No. 8 of 1898.

Forms of application may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy, on or before FRIDAY, the 18th day of October, 1907.

F. A. HAZELAND,
Police Magistrate,
Hongkong, 8th October, 1907. 1656

SANITARY BOARD OFFICE.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kau-lung, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyards should have their containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North end thereof through the Yaumati service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary,
Dated this 1st day of October, 1907. 167.

THEATRE ROYAL, HONGKONG.
FOR A SHORT SEASON ONLY.

COMMENCING FRIDAY, OCTOBER 17TH.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

THURSDAY, October 17th:
The Great Gaiety Theatre Success,
"THE ORCHID."

FRIDAY, October 18th:
The Regia of the present London Season,
"THE NEW ALADDIN"
at Present Crowding the Gaiety Theatre London.

SATURDAY, October 19th:
The Brilliant Musical Comedy,
"SERGEANT BRIBE,"
of the "C" Division.

MONDAY, October 21st:
The Beautiful Comic Opera,
"AMASIS,"
From the New Theatre and Criterion Theatre London.

TUESDAY, October 22nd:
Sydney Jones' Masterpiece,
"THE GEISHA."

WEDNESDAY, October 23rd:
Seymour Hicks' successful Musical Comedy,
"THE BEAUTY OF BATH."

THURSDAY, October 24th:
The Scrumptiously Funny Musical Comedy,
"THE GAY PARISIENNE."

FRIDAY, October 25th:
The Highly Successful Musical Comedy,
"THE DAIRYMILLS."

SATURDAY, October 26th:
George Edwards Superb Production,
"THE GIRL ON THE STAGE
or THE LITTLE CHERUB."

MONDAY, October 28th:
The Great Apollo Theatre Success,
"MR. POPPLE OF IPPLTON."

WEDNESDAY October 30th:
The Sparkling Military Comedy,
"LADY MADCAP."

THURSDAY, October 31st:
The Sparkling Chinese Comic Opera,
"SEE SEE."

Music by Sydney Jones
Composers of "Gaiety" Geisha."

LAST NIGHT.
FRIDAY, November 1st:
"THE SPRING CHICKEN."

Box Plan Now Open at
MESSRS. S. MOU'RIS & CO., LTD.,
Hongkong, 3rd October, 1907. 1683

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TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st October, 1907. 1629

TO LET.

FIRST Class European Houses, Leichieh Terrace and Humphreys Avenue Kowloon.

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Care of China Merchants S. N. Co.,
Hongkong, 18th October, 1907. 1590

TO LET.

"HATHERLEIGH", CONDUIT ROAD.

No. 1, RIPON TERRACE, BONHAM ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORTON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st October, 1907. 1160

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zelland Street.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, 9th October, 1907. 94

TO LET.

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Good Panorama Views of Hongkong
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New Twin Screw Steamer, Capt. J. McGINTY,
Leaves Hongkong for Canton at 9 P.M. on
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Leaves Canton for Hongkong at 5.30 P.M. on
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3rd 40

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CHEUNG ON STEAMBOAT CO., LTD.
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Hongkong, 19th September, 1907. 1527



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CODE WORD: "DOCK,"
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NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length 722 feet.
Length on Blocks 714 "

Width of Entrance on Top 964 "
Width of Entrance on Bottom 884 "
Water on Blocks at Spring Tide 344 "

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Extreme Length 523 feet.
Length on Blocks 513 "

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Water on Blocks at Spring Tide 64 "

DOCK No. 2.
Extreme Length 571 feet.
Length on Blocks 590 "

Width of Entrance on Top 66 "
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PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

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always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Ship's Notice. 795

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for Ladies!**

A French Remedy for all Irritations. Thorough
and safe. It cures the first signs of any irregularity of the system. It is
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These tiny
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Injections—cure
the same diseases as these drugs
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Each capsule bears the name
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**LADIES' SAFE
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For functional troubles, delay, pain
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PRESS REVIEWS OF PREVIOUS WORKS.

"THE GUARDIAN," July 10, 1907.
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"It would be difficult to find a book of reference more trustworthy or more complete."

"THE TIMES LITERARY SUPPLEMENT," July 12, 1907.

"Twentieth Century Impressions of Ceylon

is, perhaps, not a very appropriate title for a book which aims at conveying something very much more than mere impressions. The volume is extremely handsome and ornamental, the binding is magnificent, the paper excellent, the illustrations, which are said to number 3,000, admirable executed. There is much valuable information regarding tea and rubber cultivation, pearl fisheries, and every branch of trade and industry practised in the Island."

"THE SPECTATOR," July 1, 1907.

"Twentieth Century Impressions of Ceylon (Lloyd's Greater Britain Publishing Company, Limited)—This very sumptuous volume, with its 876 quartz pages and its illustrative photographs numbering nearly 3,000, is well worthy of its objects."

"THE SCOTSMAN," May 23, 1907.

"Yet by whatever biographical name it is described, it is an invaluable compendium of facts and figures for engineers specially interested in the present state of Ceylon; and its material features, it should be added, reflect credit upon everyone concerned in its production."

"THE MORNING POST," June 29, 1907.

"This is done in this case, for you shan't know of anything which might be worth knowing about "India's Pearl Drop" and be disappointed in finding information about it."

"THE DAILY NEWS," July 9, 1907.

"Every aspect of the Island, historical, commercial political and legal, and so forth has been treated and in each case the subject has been entrusted to an expert."

"THE FINANCIAL NEWS," July 15, 1907.

"Reviewed by Percy F. Martin, F.R.G.S." It has long been a reproach among publishers that, amid the heterogeneous literature which continually pours forth from the press, little or no attention is devoted to the numerous interests which our own colonies possess, and concerning which the general public have—and can obtain—little or no information. To a great extent this omission is repaired by the occasional issue of such works as "Twentieth Century Impressions of Ceylon; its History, People, Commerce, Industries and Resources," edited by Mr. Arnold Wright and published by Lloyd's Greater Britain Publishing Company, Limited, Tudor Street, E.C.

Comprehensive as the subtitle of this handsome volume is, it by no means fails to justify itself in the subject matter treated. No phase of history, life or industry of, or in, the beautiful "Pearl Drop of India"—as Ceylon has been not inaptly termed—is overlooked, and the same scrupulous and discriminating care which has characterized publications emanating from the same source is observable in this."

"THE CEYLON INDEPENDENT," July 13, 1907.

"No expense has seemingly been spared in its preparation to achieve a satisfactory result, one that would reflect credit both on the Colony and the producers."

"TIMES OF CEYLON," July 17, 1907.

"No expense has seemingly been spared in its preparation to achieve a satisfactory result, one that would reflect credit both on the Colony and the producers."

"THE WEST AUSTRALIAN," August 7, 1907.

"It is remarkable for the completeness with which the labour involved in its compilation has been carried out."

"LONDON DAILY TELEGRAPH," April 6, 1906.

"Twentieth Century Impressions of Natal is a splendid volume worthy of its great subject It is a mine of information Hongkong, 10th October, 1907. 1642

SCIENTIFIC MISCELLANY.

GROWTH IN GRASS—SCIENCE AS A HOBBY—STELLAR TIN—CAVES OR FIRE SOLID BUILDING FOUNDATIONS—LONDON'S SMOKE—PLATING WITH CADMIUM—SUGGESTION IN SKIN DISEASE—ANTIMONY PAINTING.

The effect of grass on tree growth has been studied in England, at the Woburn Experimental Farm, for seventeen years. Spencer Pickering reports that in general various grasses retard the growth of fruit and other trees over whose roots they may be growing, and in the case of freshly planted trees, the action is decidedly injurious or even fatal. Experiment has shown that the effect cannot be due to abstraction of food or moisture from the soil, nor to influence on soil temperature or on the gases contained, nor to the formation of acid or alkali. Some poison produced by the grass—directly or through bacteria—may affect the tree roots but the latest experiments make it appear that the real influence is due to the killing by the grass of the root bacteria that in some way promote the tree growth. The roots seem to owe their function to bacterial action—a combination of great and far-reaching significance, if verified.

Vary the routine of daily labor by cultivating a scientific hobby, is the advice of Prof. S. P. Thompson, who reminds us that much of the world's scientific work has been done by amateurs. For instance, William Herschel, the astronomer, was a music teacher, William Gilbert, author of De Magnete, was a medical man, Dr. W. H. Dallin, ex-authority on the microscope, was a clergyman; and William Sturgeon, inventor of the electromagnet, was a shoemaker.

Observations of the spectrum of Alpha Scorpii made at the Cape of Good Hope have shown a puzzling line that an English astronomer has attributed to tin. If this proves to be correct, it is the first discovery of tin ever made in the atmosphere of a star.

Return by the London Fire Brigade show that the careless practice of dropping matches and other lights is the most prolific source of configurations, more than 21 per cent of the 3,843 fires which occurred in the County of London last year having been due to this cause. No less than 257 fires arose from unprotected lights, 198 from oil lamps, 67 from improperly set up stoves, 93 from hot ashes, and 233 from sparks from grates. Gas leaks and the reckless search for electric circuits led to 100 fires, some of them quite disastrous, but it is believed that the new regulations and safeguards urged upon architects by electrical engineers will make quite safe such wires as may be placed in future.

The "compressor" method of making foundations, which has been under test for six or seven years in Paris, consists in forcing a tapering ram down to hard pan and ramming into the hole successive layers of stones and rubble. The process thus forms a solid conglomerate pile of the shape of an inverted mushroom, with a base four to six feet in diameter. For ordinary foundations one such pile takes the place of five or six wooden ones, and it will support an enormous load without sinking or collapsing. In wet earth, clay is introduced around the base to make the sides water-tight.

Half of the smoke emitted that the London County Council is trying to suppress is believed to be due to the ordinary domestic grate. In winter—so days when most business places have been closed—the smoke of a million domestic chimneys has been seen to rise in a solid bank 3,000 or 4,000 feet and drift with the wind to a distance of 50 miles, in such density as to hide the sun. Dr. Shaw's estimate is that one-half of London's sunshine is cut off by smoke in winter and one-sixth in summer.

The difficulties of electropatenting with cadmium have been recently overcome, thus opening up an important use for the metal, which is now obtainable at a moderate price. The best results have been obtained from specially prepared cadmium carbonate, carefully purified; although the commercial salt has proven fairly satisfactory. The cadmium carbonate is dissolved in a solution of potassium cyanide, forming a clear, bright yellow plating bath, and a cadmium plate is used for the anode. A perfect deposit is had with either a hot or a cold bath, a temperature of about 125 degrees F. being preferred. The coating, though soft, is harder than silver, and the color is as white as tin but not so white as silver. The surface, which takes a very high polish, is not readily tarnished by sulphurated hydrogen or other vapors.

One of the surprises of the time is the conservatism of medical science in leaving chiefly to charlatans such important and powerful healing agents as electricity and mental effort. A German report mentions the remarkable experience of Dr. Von Szellloszky with a case of multiple neurotic gangrene of the skin in a young woman aged twenty. An ulcer on the back of the left hand had persisted for three years, and more recent ulcers were present on the upper arm, the breast, the thighs, and the feet. One arose resulted from a suggestion while the patient was in a hypnotic sleep.

Antimony pigments are being favored by the French and Italian governments. The advantage is claimed over white lead in being non-poisonous and over zinc paint in being permanent and sun-proof.

Tellurium is a practically useless metal. A little is used in medicine, but it is stated that a day's yield of a single copper refinery would supply a large chemical supply house for a year's trade.

LATESTE STEAMER MOVEMENTS.

The P. & O. str. Arcadia left Singapore for this port on the 12th inst. at 10 a.m. with the outward English Mail, and is due here on the 17th instant at about 10 p.m.

The H.A.L. str. Sikkima left Singapore on 12th inst. at 5 p.m. and may be expected here on the 18th inst. at noon.

The I.G.M. str. Kleist left Kobe via Nagasaki and Shanghai on Sunday the 13th inst. p.m., and may be expected here on or about the 22nd inst.

The C.P.R. str. Montague arrived Nagasaki at 7.30 a.m. on Sunday the 13th inst., and left again at 4 p.m. same day for Shanghai where she is due to arrive at 6 a.m. to-day.

The C.P.E. str. Empress of Japan arrived Yokohama at 4 p.m. on Sunday the 13th inst., and left again at 8 p.m. same day for Kobe where she was due to arrive at 6 p.m. yesterday.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellou's Crème Charnante, Lait Charmant and Special Skin Tonic and Pouder Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A.S. Watson & Co., Ltd., Sole Agents.

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DEATH OF MR. S. E. MOUTRIE.

SHIPPING.

ARRIVALS.
 AWA MARU Japanese str., 3912, F. E. Corp., 14th October—Shanghai 11th Oct., General Nippon Yusen Kaisha.
 DROMAIC German str., 921, F. Nicolsen, 14th October—Saigon 9th October, Rice—Melsches & Co.
 DAKOTAH British str., 2,932, Ross, 14th Oct.—Shanghai 10th October, Kerosene Oil—Standard Oil Co.
 HILLAS German str., 1,539, Metzendorf, 13th October—Hongay 12th October, Coal—Siemens & Co.
 HONGKONG MARU Japanese str., 3,447, W. C. T. S. Fisher, 14th Oct.—San Francisco 12th Sept., Mail and General—Toyo Kisen Kaisha.
 KAOSHIMA MARU Japanese str., 2,731, R. Kori, 14th October—Singapore 8th Oct., General—Nippon Yusen Kaisha.
 KUFICHAW British str., 1,215, Hooker, 14th October—Tientsin 8th October, General—Butterfield & Swire.
 KWANTUNG Chinese str., 1,536, Wm. H. Hunt, 13th October—Shanghai 10th October, General—Chinese.
 NERA French str., 3,429, Schmitz, 14th Oct.—Shanghai 11th Oct., Silk and Curios—Messageries Maritimes.
 NICHIBI MARU Jap. str., 1,414, F. Bucking, 14th Oct.—Bangkok 5th Oct., General—Butterfield & Swire.
 PINQUEUX British str., 4,148, E. Warrall, 14th October—Liverpool via Singapore 9th October, General—Butterfield & Swire.
 PIONEER Norwegian str., 837, Thos. Seesberg, 14th October—Saigon 9th October, Rice—Asgard, Thorson & Co.
 WOKANG British str., 14th Oct.—Canton.
 YUENSHANG British str., 1,228, Mayrle, 14th October—Manila 11th October, General—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

14th October.
 Fausang, British str., for Shanghai.
 Harton, British str., for Swatow.
 Nera, French str., for Europe, &c.
 Singan, British str., for Hoochow.
 Solsted, Norwegian str., for Newchwang.

DEPARTURES.

14th October.
 AMATOMI MARU Japanese str., for Yokohama.
 CHANGCHOW British str., for Swatow.
 CHOWBANG, British str., for Canton.
 DAKOTAH, British str., for Canton.
 ERNEST SIMONS, French str., for Shanghai.
 FOOKSANG, British str., for Shanghai.
 KWANTUNG, Chinese str., for Canton.
 PILO GREECE German str., for Tientsin.
 PROTEUS, Norwegian str., for Swatow.
 TOTOMI MARU Japanese str., for Singapore.

SHIPPING REPORTS.

The British str. Yuensang reports: Moderate N. E. winds and sea, fine clear weather.
 The British str. Pingwey reports: Fresh to moderate variable winds and showery weather.

VESSELS IN DOCK.

October 14th.
 ABERDEEN DOCKS—COPIAHEN, SINGAPORE, BANGKOK & SHANGHAI.
 KOWLOON DOCKS—Deli, Monban, H.M.S. Hart, Tai Po.
 COSMOPOLITAN DOCKS—Lunghsun, Hongkong Mart.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCHOW.
 THE Company's Steamship.

"HAITAN," Captain J. S. Rose, will be despatched for the above Ports TO-DAY, the 15th inst., at 9 A.M.

For Freight or Passage apply to
 DOUGLAS LAIFAIK & Co., General Managers, Hongkong, 11th October, 1907. 1652

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship
 "ISTOK," Capt. M. Tieas, will leave for the above Ports on FRIDAY, the 18th inst.

For Freight apply to
 SANDER, WIELER & Co., Agents, Hongkong, 5th October, 1907. 1622

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA AND MACASSAR.
 Taking cargo to all ports in Netherlands Indies on through Bill of Lading.

THE Steamship
 "TUJKINI," Captain Koops, will be despatched for the above Ports on or about 22nd October.

For information as to Freight and Passage, apply to
 Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor, Hongkong, 14th October, 1907. 1653

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With option to call at Mexican and other Coast Ports.

Steamers Tons
 "KATHARINE PARK" 5,000 End of Nov.
 "KAIALO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Building, Hongkong, 12th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SUCHEZ.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Point. 3. From Black Point to Naval Yard. 4. From Naval Yard to West Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
MARSEILLES &c. VIA PORTS OF CALL	MANILA	Brit. str.	—	E. H. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES, HAVRE & COPIAHEN	NEBA	Fronstr.	—	C. Schmidt	MESSAGERS MARITIMES.	To-day at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	INDIAN	Dan str.	—	—	MELCHERS & CO.	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BELGAVIA	Ger. str.	k.w.	Hildebrand	HAMBURG-AMERIKA LINIE.	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE.	On 22th November.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Girstenbrinck	HAMBURG-AMERIKA LINIE.	On 26th November.
HAVRE & HAMBURG VIA STRAITS, &c.	HOHENSTAUFEN	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE.	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	Bahlo	HAMBURG-AMERIKA LINIE.	On 11th December.
HAVRE & HAMBURG VIA STRAITS, &c.	KLIRIST	Aus. str.	—	Rud. Meyer	MELCHERS & CO.	On 23rd inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	NIJINI NOVGOROD	Aus. str.	—	P. Craglietto	SANDER, WIELER & CO.	About 26th inst., P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	HEADLEY	Aus. str.	—	—	MELCHERS & CO.	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	OCEAN MONARCH	Aus. str.	—	—	ARNHOLD, KARBERG & CO.	About 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	SHEWAN TOMES & CO.	On 2nd November.
HAVRE & HAMBURG VIA STRAITS, &c.	MONTRÉAL	Brit. str.	1 m.	D. Baird	CANADIAN PACIFIC R. CO.	On 24th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KUMERIC	Az. str.	—	—	DODWELL & CO., LTD.	On 5th Nov., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	KATHARINE PARK	Brit. str.	—	L. Dawson	TOYO KISEN KAISHA.	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	TAIWAN	Brit. str.	1 m.	Helms	BUTTERFIELD & SWIRE.	End of November.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPIRE	Brit. str.	—	W. von Senden	GIBB, LIVINGSTON & CO.	On 26th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ WALDEMAR	Brit. str.	—	—	MELCHERS & CO.	On 7th Nov., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TSIXAN	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ WALDEMAR	Brit. str.	—	C. Lindberg	BUTTERFIELD & SWIRE.	On 25th Nov., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TUBODA	Brit. str.	—	W. von Senden	MELCHERS & CO.	About 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	Zwart	Brit. str.	—	—	—	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	G. Hooker	Brit. str.	—	—	—	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	Dowson	Brit. str.	—	—	—	To-morrow at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	F. Northcombe	Brit. str.	—	—	—	To-day, at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	JARDINE	Brit. str.	—	—	—	On 17th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MATTHESON	Brit. str.	—	Spencer Wilde	JARDINE, MATTHESON & CO. LTD.	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	OSAKA SHOSEN KAISHA	Brit. str.	—	T. Saruga	JARDINE, MATTHESON & CO. LTD.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HAMBURG-AMERIKA LINIE	Brit. str.	—	A. L. Valentini	MELCHERS & CO.	About 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	P. & O. S. N. CO.	Brit. str.	—	E. G. Andrews	MELCHERS & CO.	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	Bahlo	Brit. str.	—	—	—	End of October.
HAVRE & HAMBURG VIA STRAITS, &c.	D. C. Gregor, R.N.R.	Brit. str.	—	—	—	About 10th November.
HAVRE & HAMBURG VIA STRAITS, &c.	OSAKA SHOSEN KAISHA	Brit. str.	—	—	—	Middle of November.
HAVRE & HAMBURG VIA STRAITS, &c.	OSAKA SHOSEN KAISHA	Brit. str.	—	—	—	On 18th inst., at D'light.
HAVRE & HAMBURG VIA STRAITS, &c.	Douglas Lapraik & Co.	Brit. str.	—	—	—	On 18th inst., at 9 A.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 29th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 20th inst., at 9 A.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	To-day, at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 19th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 25th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	Beginning of November.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 19th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	On 24th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	About 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	For Freight, apply to MELCHERS & CO., Agents.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	Hongkong, 3rd October, 1907. 2
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	THE RUSSIAN VOLUNTEER FLEET.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	For ODESSA.
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	THE Steamship
HAVRE & HAMBURG VIA STRAITS, &c.	DOUGLAS LAPRAIK & CO.	Brit. str.	—	—	—	

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 19th Oct.	See Special Advertisement.
LONDON and ANTWERP	(MANILA)	About 23rd Oct.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	PALERMO	About 27th Oct.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	SYRIA	About 10th Nov.	Freight and Passage.
For further particulars apply to E. A. HEWETT, Superintendent			

Hongkong, 14th October, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 15th Oct., 4 P.M.
SHANGHAI Direct	"YOCHOW"	On 16th Oct., Daylight.
CHEFOO and TIENSIN	"KUEICHOW"	On 18th Oct., 4 P.M.
SWATOW NINGPO, and SHANGHAI	"KUOKIANG"	On 18th Oct., 4 P.M.
CEBU and ILOIO	"KAIFONG"	On 18th Oct., 4 P.M.
CHEFOO and NEWCHWANG	"KWEIYANG"	On 18th Oct., 4 P.M.
MANILA, ZAMBOANGA PORT	"TAIYUAN"	On 26th Oct., 4 P.M.
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SHAOHSING"	On 29th Oct., 4 P.M.
SWATOW and SHANGHAI	"TSINAN"	On 25th Nov., 4 P.M.
KOBE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. II

Hongkong, 16th October, 1907.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday, 18th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday, 22nd October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Wednesday, 23rd Oct., at NOON.
MANILA, NEWGUINEA, BEIS, BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov. at NOON.
KUDAT and SANDAKAN	"BORNEO"	Beginning of November.

For further particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 12th October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.



FOR	THE CO'S S.S.	LEAVING
• ANPING via SWATOW ("FUKUSHI MARU")	WEDDAY, 16th Oct.	and AMOY
Capt. T. Ito		at Daylight.
+ SHANGHAI via SWATOW ("SOSHU MARU")	FRIDAY, Oct. 18th	
AMOY and FOOCHOW	Capt. T. Suruga	at 9 A.M.
• TAMSWI via SWATOW ("JOSHIN MARU")	SUNDAY, 30th Oct.	and AMOY
Capt. H. S. Smith	at 9 A.M.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th October, 1907. T. ARIMA, Manager. 14

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPEROR OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPEROR OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPEROR OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

First Class rates include cost of Meal and Berth in Sleeping Car while crossing the American Continent.

"EMPEROR OF MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Bates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITTE, London, E.C.
Coaling Agents—HALF BLYTHE & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMNILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and Ice, SHIPS' STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. [2300]

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA" FROM ANTWERP, MIDDLEBROUGH
LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent
Hongkong, 11th October, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Chartered Steamship

"ISTOK"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risks, into the hazardous and extra Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before NOON on the 18th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents
Hongkong, 11th October, 1907.

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or a.s. "Dordogne" from Havre or a.s. "Ville de Rochefort," and "Leroy Lallic" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and extra Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after MONDAY, the 21st inst., at NOON, will be subject to rent and landing charges.

All claims must be sent to me on or before the 21st inst., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent
Hongkong, 13th October, 1907.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSSON & CO., HONGKONG.

ON SALE:

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day preceding the Departure of the English Mails from the Year of the Closing of the Italian Mint to the Free Coinage of Silver.

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS; GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

SAILING VESSELS.

ALCIDES, British ship, 2,492 t. D. Cummings 26th July—New York, Case Oil—Standard Oil Co.

ECLIPSE, British 4-masted bark, 2,968 t. D. Vance 24th August—New York 1st May, Case Oil—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,500 t. Farnell 25th July—Kobe 1st June, Ballast Standard Oil Co.

WOSING, British str. 1,127, Campbell, 7th October—Wulu 1st Oct., Rice—Jardine, Matheson & Co.

SWINLEY, British str. 2,950, W. E. Steele, 9th October—Ching-wan-tao 4th Oct.—Gibb, Livingston & Co.

TAISUN, Chinese str. 1,216, Stevens, 8th Oct.—Shanghai 5th Oct., General—Chinese.

TAIWAN, British str. 1,042, J. A. Martin, 9th October—Saigon 4th October, General—Chinese.

TEAN, British str. 1,316, A. Sommerville, 11th October—Manila, 5th October, General—Bradley & Co.

TIENDA, Dutch str. 2,483, P. Zwart, 12th October—Macassar 4th October, Genoa al—Java-China-Japan Liner.

TRIUMPH, German str. 679, Bredenix, 13th

